



Tighten the screws securely. Make sure the base plate assembly does not move while tightening the screws.

9. Repeat Steps 4-6 and readjust if necessary until timing is correct.

10. Disconnect the timing light and portable tachometer.

11. Install all items removed.

SOLID STATE IGNITION (1981-ON ATC110; ATC125M)

The 1981-on ATC110 and 1984 ATC125M models are equipped with a capacitor discharge ignition (CDI) system. This system uses no breaker points, but timing does have to be checked to make sure that the base plate has not moved. Faulty ignition system components can also affect timing. This system's timing can only be checked dynamically—there is no static method. Dynamic timing requires a stroboscopic timing light as described in Chapter One. If timing cannot be adjusted correctly using this method, either the CDI unit or the alternator may be faulty and must be replaced; refer to Chapter Seven.

Before starting on this procedure, check all electrical connections related to the ignition system. Make sure all connections are tight and free from corrosion and that all ground connections are clean and tight.

1. Place the ATC on level ground and set the parking brake.

2. Start the engine and let it reach normal operating temperature. Turn the engine off.

3. Remove the timing mark hole cap (A, Figure 80).

4. Connect a portable tachometer and timing light following the manufacturer's instructions.

5. Restart the engine and let it idle at $1,500 \pm 100$ rpm. Adjust the idle speed if necessary as described in this chapter.

6. Shine the timing light at the timing window and pull the trigger (Figure 81). The timing is correct if the "F" mark aligns with the fixed index mark (Figure 79).

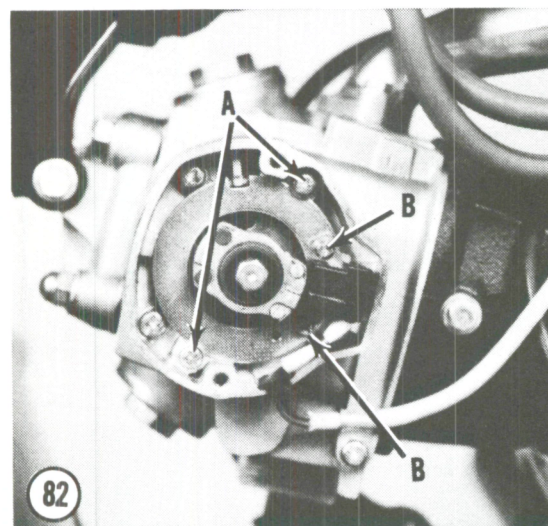
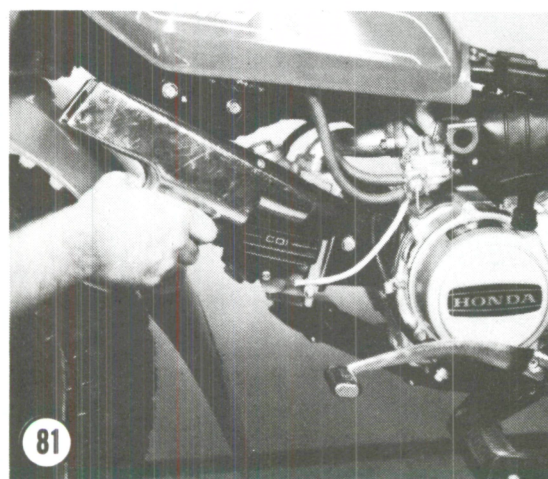
7. If timing is incorrect, perform the following:

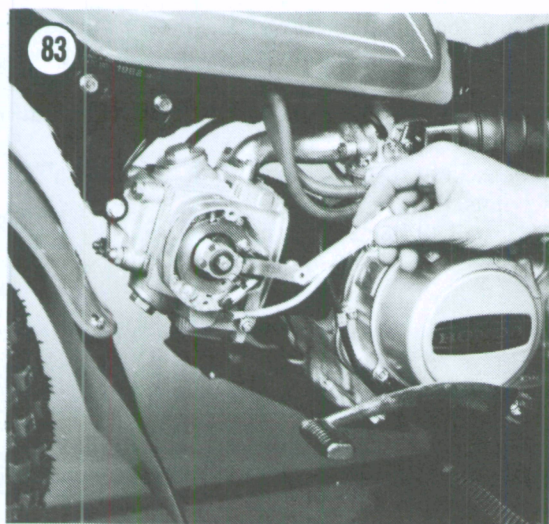
a. Remove the screws securing the ignition cover (B, Figure 80) and remove the cover.

b. Loosen the base plate screws (A, Figure 82) and rotate the base plate in either direction. Tighten the screws.

c. Restart the engine and recheck the timing.

d. Repeat this step until the timing marks align.





NOTE

If correct timing cannot be achieved, inspect and test all ignition components as described in Chapter Seven.

8. After timing is correct, check the air gap between the rotor and the pulse generator with a non-magnetic flat feeler gauge (Figure 83). The correct air gap is 0.3-0.4 mm (0.001-0.002 in.). If the air gap is incorrect, adjust as follows:

- a. Loosen the pulse generator mounting screws (B, Figure 82).
 - b. Move the pulse generator assembly until the air gap is correct.
 - c. Tighten the screws securely.
 - d. Repeat Step 6 (and Step 7 if necessary) to make sure the timing is still correct. Readjust if necessary.
9. Shut off the engine and disconnect the timing light and the portable tachometer.
10. Install the timing mark hole cap.

CARBURETOR

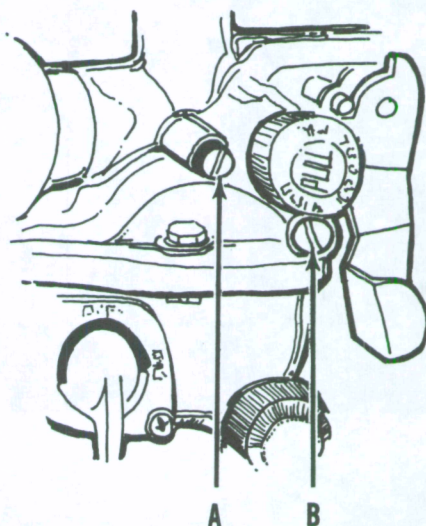
Idle Mixture Adjustment

The idle mixture (pilot screw) is preset at the factory and *is not to be reset*. Do not adjust the pilot screw unless the carburetor has been overhauled. If so, refer to *Pilot Screw Adjustment* in Chapter Six.

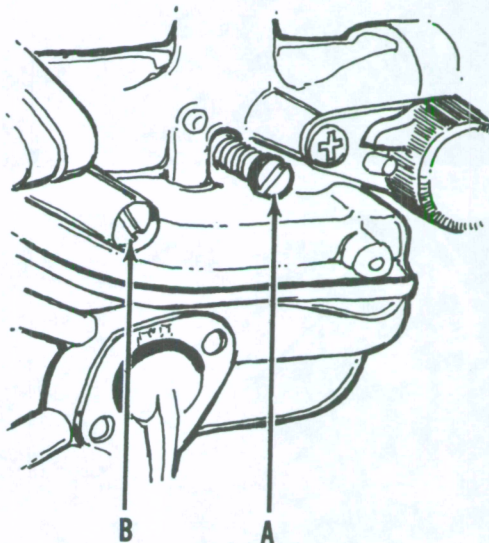
Idle Speed Adjustment

Before making this adjustment, the air cleaner must be clean and the engine must have adequate compression; see *Compression Test* in this chapter. Otherwise, this procedure cannot be done properly.

**ATC70 (1973-1974)
ATC90 (ALL)**



**ATC70 (1978-ON)
ATC110
ATC125M**



**A. Idle screw
B. Air screw (or pilot screw)**

Copyright of Honda ATC, TRX, FOURTRX 70-125, 1970-1987 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.